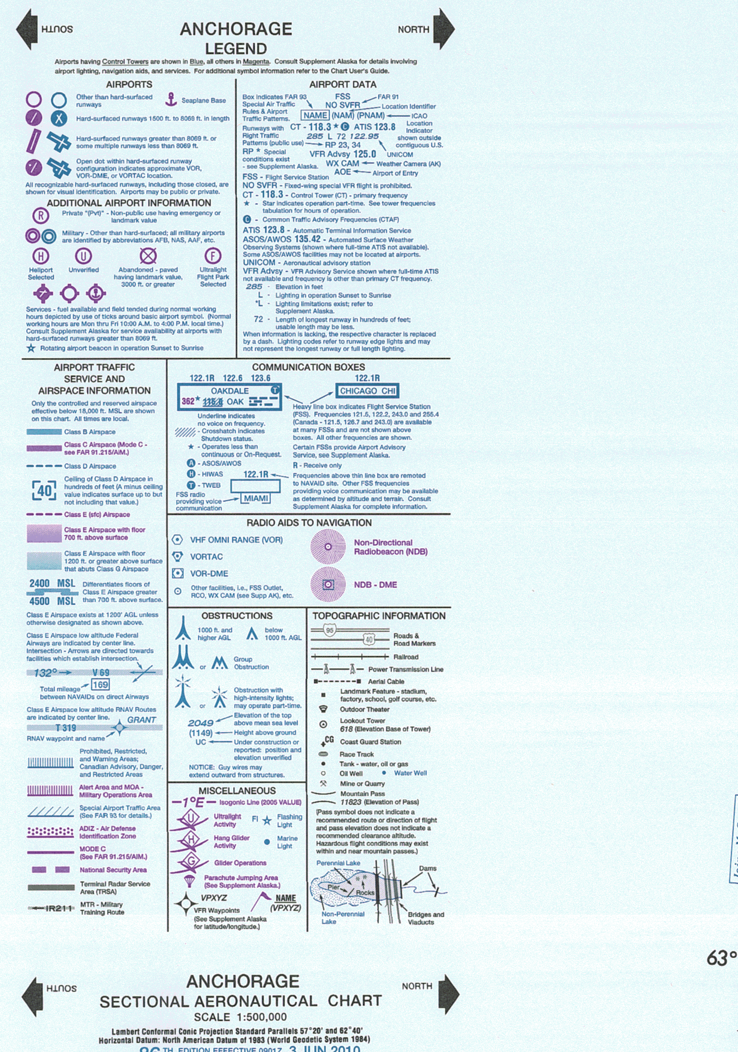
ANCHORAGE LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Supplement Alaska for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.



ANCHORAGE
SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

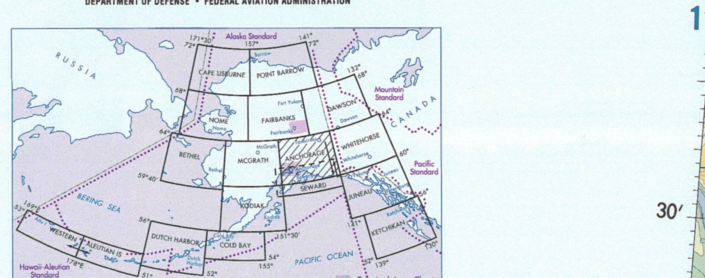
Lambert Conformal Conic Projection Standard Parallels 57°20' and 62°40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

86TH EDITION EFFECTIVE 0901Z 3 JUN 2010
TO 0901Z 18 NOV 2010

Includes airspace amendments effective 3 JUN 2010
and all other aeronautical data received by 8 APR 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the SUPPLEMENT ALASKA Chart Bulletin section (online at http://aeronav.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION



CONTOUR INTERVAL 1000 feet
Intermediate contours shown at 500 feet
Auxiliary contours shown at 250 foot interval

HIGHEST TERRAIN elevation is 20320 feet
located at 63°04'N - 151°00'W

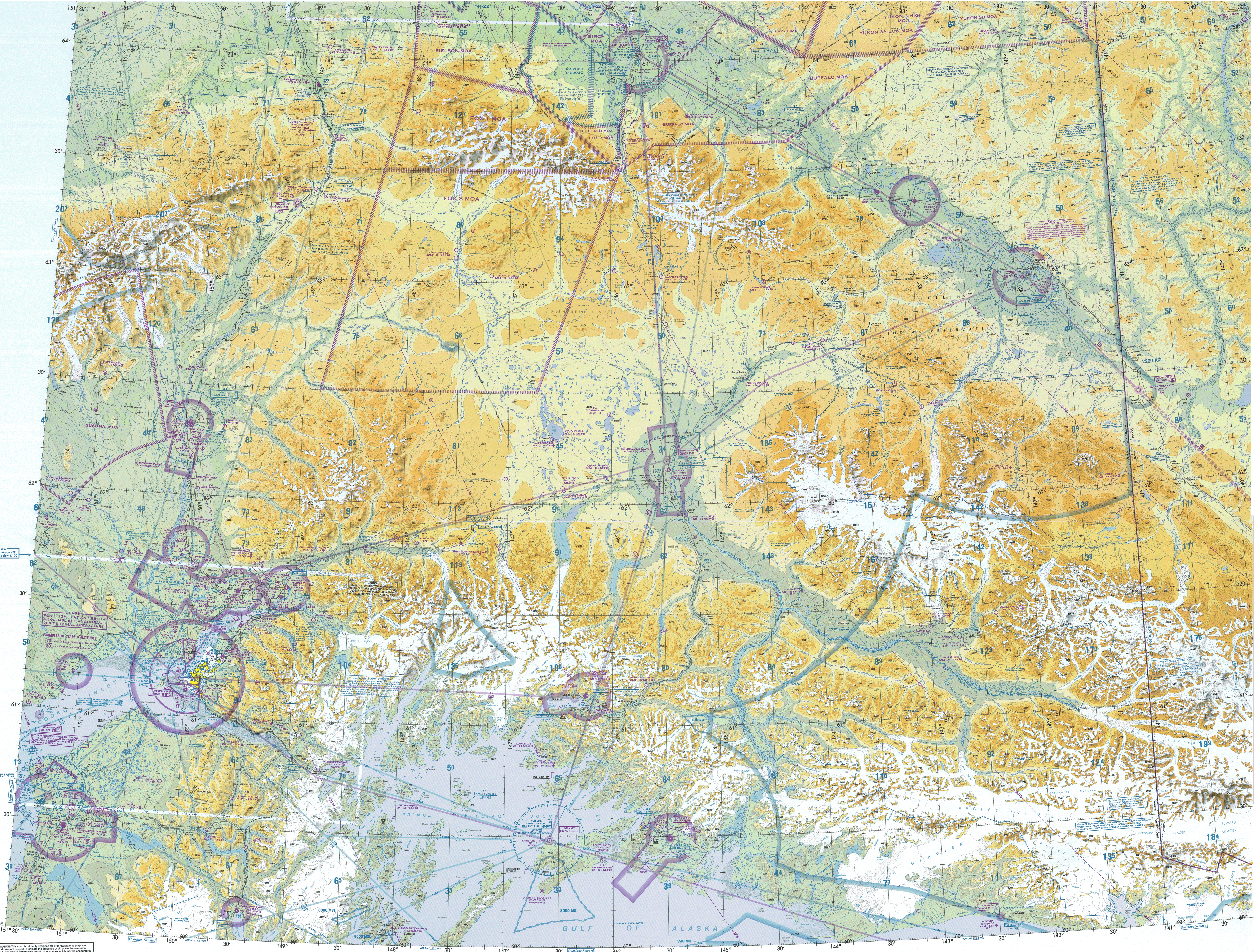
Spot elevation 4254
Approximate elevation . . . . x 3200
Doubtful locations are indicated by omission of the point locator (dot or "x")

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Published by the U.S. Department of Transportation
Federal Aviation Administration
National Aeronautical Navigation Services
http://aeronav.faa.gov

FAA Product ID: SANC
NSN 7641014100172
NGA REF. NO. SECXXANCHORAGE
EFF. DATE 10154



PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the north or south side, extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

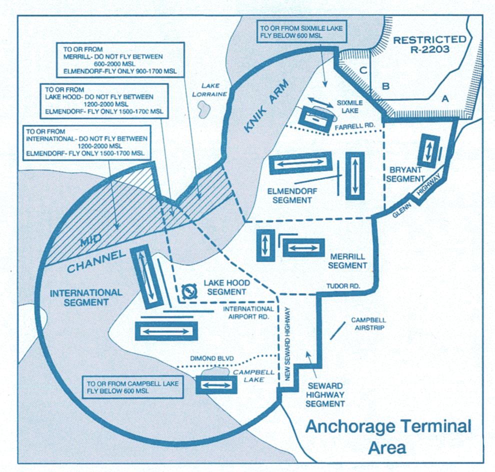
STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)



ANCHORAGE, ALASKA TERMINAL AREA RULES

The following is a synopsis of the special air traffic rules in effect in the Anchorage terminal area. It is advisory in nature, and in no way relieves the pilot from compliance with the specific rules set forth in 14 CFR Part 91 and 14 CFR Part 93.

I. General Rule: All Segments.
a. Each person operating an aircraft to or within the Anchorage, Alaska Terminal Area shall operate that aircraft according to the rules set forth in this section and the International, Lake Hood, Merrill, Elmendorf, Bryant, or Seward Highway segments unless otherwise authorized or required by ATC.
b. Each person operating an airplane within the Anchorage, Alaska Terminal Area shall conform to the flow of traffic depicted on the appropriate aeronautical charts.
c. Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.
d. Except as provided in Elmendorf segment (d) and (e), Bryant segment (b), and Seward Highway segment (a), (b) and (c) each person operating an aircraft in the Anchorage, Alaska Terminal Area shall operate that aircraft only within the designated segment containing the arrival or departure airport.
e. Except as provided in Merrill segment (d) and Bryant segment (b), each person operating an aircraft in the Anchorage, Alaska Terminal Area shall maintain two-way radio communications with the ATCT serving the segment containing the arrival or departure airport.

II. General Rules: International Segment.
a. No person may operate an aircraft at an altitude between 1,200 ft MSL and 2,000 ft MSL in that portion of this segment lying north of the midchannel of Knik Arm.
b. Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,600 ft MSL until maneuvering for a safe landing requires further descent.
c. Each person operating an airplane at a speed of 105 knots or less within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 ft MSL until maneuvering for a safe landing requires further descent.

III. General Rules: Lake Hood Segment.
a. No person may operate an aircraft at an altitude between 1,200 ft MSL and 2,000 ft MSL in that portion of this segment lying north of the midchannel of Knik Arm.
b. Each person operating an airplane within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 600 ft MSL until maneuvering for a safe landing requires further descent.

IV. General Rules: Merrill Segment.
a. No person may operate an aircraft at an altitude between 600 ft MSL and 2,000 ft MSL in that portion of this segment lying north of the midchannel of Knik Arm.
b. Each person operating an airplane at a speed of more than 105 knots within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,200 ft MSL until maneuvering for a safe landing requires further descent.
c. Each person operating an airplane at a speed of 105 knots or less within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 ft MSL until maneuvering for a safe landing requires further descent.
d. Whenever the Merrill ATCT is not operating, each person operating an aircraft either in that portion of the Merrill segment north of midchannel of Knik Arm, or in the Seward Highway segment at or below 1,200 ft MSL, shall contact Anchorage Approach Control for wake turbulence and other advisories. Aircraft operating within the remainder of the segment should self-announce intentions on the Merrill Field CTAF.

V. General Rules: Elmendorf Segment.
a. Each person operating a turbine-powered aircraft within this segment shall operate that aircraft at an altitude of at least 1,700 ft MSL until maneuvering for a safe landing requires further descent.
b. Each person operating an airplane (other than turbine-powered aircraft) at a speed of more than 105 knots within this segment shall operate that airplane at an altitude of at least 1,200 ft MSL until maneuvering for a safe landing requires further descent.
c. Each person operating an airplane (other than turbine-powered aircraft) at a speed of 105 knots or less within this segment shall operate that airplane at an altitude of at least 800 ft MSL until maneuvering for a safe landing requires further descent.
d. A person landing or departing from Elmendorf AFB, may operate that aircraft at an altitude between 1,500 ft MSL and 1,700 ft MSL within that portion of the International and Lake Hood segments lying north of the midchannel of Knik Arm.
e. A person landing or departing from Elmendorf AFB, may operate that aircraft at an altitude between 900 ft MSL and 1,700 ft MSL within that portion of the Merrill segment lying north of the midchannel of Knik Arm.
f. A person operating in VFR conditions, at or below 600 ft MSL, north of a line beginning at Farrell Rd; thence west along Farrell Rd to the east end of Sixmile Lake; thence west along a line bearing on the middle of Lake Lorraine; is not required to establish two-way radio communications with ATC.

VI. General Rules: Bryant Segment.
a. Each person operating an airplane to or from the Bryant AAF shall conform to the flow of traffic shown on the appropriate aeronautical charts, and while in the traffic pattern, shall operate at an altitude of at least 1,000 ft MSL until maneuvering for a safe landing requires further descent.
b. Each person operating an aircraft within the Bryant segment should self-announce intentions on the Bryant Airport CTAF.

VII. General Rules: Seward Highway Segment.
a. Each person operating an airplane in the Seward Highway segment shall operate that airplane at an altitude of at least 1,000 ft MSL unless maneuvering for a safe landing requires further descent.
b. Each person operating an aircraft at or below 1,200 ft MSL that will transition to or from the Lake Hood or Merrill segment shall contact the appropriate ATCT prior to entering the Seward Highway segment. All other persons operating an aircraft at or below 1,200 ft MSL in this segment shall contact Anchorage Approach Control.
c. At all times, each person operating an aircraft above 1,200 ft MSL shall contact Approach Control prior to entering the Seward Highway segment.

VIII. Special requirements, Campbell Lake and Sixmile Lake Airport.
a. Each person operating an aircraft to or from Campbell Lake or Sixmile Lake Airport shall conform to the flow of traffic for the Lake operations that are depicted on the appropriate aeronautical charts.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 to 12 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment will be indicated in the Associated Data Section of the Supplement Alaska.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

NAUTICAL MILES / STATUTE MILES / KILOMETERS

CONTROL TOWER FREQUENCIES ON ANCHORAGE SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed. Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.
ASR and/or PAR indicate Radar Instrument Approach available.
"MON-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
ALLEN AAF	0800-2400	119.8 235.775	118.225 251.05	132.075	
ELMENDORF AFB	CONTINUOUS	127.2 352.05	121.8 275.8	124.3 273.5	PAR
KENAI	0600-2200 1 MAY-30 SEP 0700-2100 1 OCT-30 APR	121.3* 239.3	121.9	120.3	
LAKE HOOD SPB & STRIP	CONTINUOUS	126.8		125.6	
MERRILL	0700-2400 1 MAY-31 AUG 0700-2200 1 SEP-30 APR	126.0	121.7	124.25	
STEVENS ANCHORAGE INTL	CONTINUOUS	118.3 257.8	121.9 338.25	118.4	

CLASS B, CLASS C, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
ANCHORAGE CLASS C	118.6 290.5 (250°-330° ABOVE 1500') 119.1 363.2 (250°-330° 1500' AND BELOW) 118.6 290.5 (331°-045° ABOVE 2500') 119.1 363.2 (331°-045° 2500' AND BELOW) 126.4 257.9 (046°-205°) 123.8 257.9 (206°-249°)	CONTINUOUS
ELMENDORF AFB RADAR	118.6 290.5	CONTINUOUS

SPECIAL USE AIRSPACE ON ANCHORAGE SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact nearest FSS for information.
† Other times by NOTAM
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2202 A, B	TO BUT NOT INCL 10,000	0700-1800 MON-FRI†	ANCHORAGE CNTR	135.3 322.5
R-2202 C	10,000 TO FL 310	INTERMITTENT BY NOTAM	ANCHORAGE CNTR	135.3 322.5
R-2203 A, B	TO 11,000	0500-2400 MON-FRI 124 HRS IN ADV	STEVENS ANCHORAGE INTL ATCT	118.6
R-2203 C	TO 5000	0500-2400 MON-FRI 124 HRS IN ADV	STEVENS ANCHORAGE INTL ATCT	118.6
R-2211	TO FL 310	0800-1800 MON-FRI O/T BY NOTAM FROM USAF	FAIRBANKS INTL ATCT	126.5

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BIRCH	500 AGL TO 5000	0800-1800 MON-FRI	ANCHORAGE CNTR	135.3 322.5
BUFFALO	300 AGL TO BUT NOT INCL 7000	0800-1800 MON-FRI	ANCHORAGE CNTR	135.3 322.5
EIELSON	100 AGL	0800-1800 MON-FRI	ANCHORAGE CNTR	135.3 322.5
FOX 1	5000 AGL	0800-1800 MON-FRI	ANCHORAGE CNTR	135.3 322.5
FOX 2	7000	0800-1800 MON-FRI	ANCHORAGE CNTR	135.3 322.5
FOX 3	5000 AGL	0800-1800 MON-FRI	ANCHORAGE CNTR	125.55 254.3
SUSITNA	10,000 OR 5000 AGL WHICHEVER IS HIGHER	INTERMITTENT BY NOTAM	ANCHORAGE CNTR	125.55 254.3
YUKON 1	100 AGL	0800-1800 MON-FRI	ANCHORAGE CNTR	133.1 285.4
YUKON 3 HIGH	10,000	1000-1500 MON-FRI	ANCHORAGE CNTR	135.3 322.5
YUKON 3A LOW	100 AGL TO BUT NOT INCL 10,000	1000-1130 & 1330-1500 MON-FRI	ANCHORAGE CNTR	135.3 322.5
YUKON 3B	2000 AGL	BY NOTAM	ANCHORAGE CNTR	135.3 322.5

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times contact USAF SUAIS or FAA FSS, see Supplement Alaska.

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).
Example: 12,500 feet 12 5

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0, and follow the interceptor visual ICAO signals. Be advised that noncompliance may result in the use of force.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

CAUTION: Before landing fixed-wing aircraft on the lands or waters within the boundaries of lands administered by the National Park Service (NPS) and U.S. Fish and Wildlife Service (FWS), pilots should check with the respective agencies for any closures that may be in effect. The landing of helicopters is prohibited on the lands and waters within the boundaries of the lands administered by the NPS, FWS, and the U.S. Forest Service (USFS) Wilderness areas. Contact information for any portions of these areas contained on this Sectional Chart can be found in the chart margin. For contact information for all these areas in Alaska, see Supplement Alaska (Area Notices).

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of lands and waters administered by the NPS, FWS, or USFS Wilderness areas. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the uppermost rim of a canyon or valley.

Pilots are warned that it is unlawful at any altitude to use an aircraft to harass any wildlife (16 USC 742j-1; 50 CFR Part 19). Harass is defined to mean disturb, worry, molest, rally, concentrate, harry, chase, drive, herd or torment.

Alaska Maritime NWR - Homer, AK - (907) 235-6546
Kenai NWR - Soldotna, AK - (907) 262-7021
Tetlin NWR - Tok, AK - (907) 883-5312
Chugach National Forest - (907) 743-9500
Denali National Park and Preserve - (907) 683-2294
Wrangell - St. Elias National Park and Preserve - (907) 822-5234

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, U.S. Forest Service areas.

FLIGHT ADVISORY FOR DENALI NATIONAL PARK, PRESERVE, WILDERNESS AREAS AND DENALI MASSIF

Heavy fixed wing and helicopter activity over Denali National Park, Preserve, Wilderness Areas and Denali Massif.

Surface to 16,000 feet.
Operations 24 hours daily.

Aircraft operating in the vicinity of Denali National Park, Preserve, Wilderness Areas and Denali Massif should utilize 122.725 NORTH/123.65 SOUTH as traffic advisory frequencies. Position reports should be given in the following format:

A. Preface with "Denali Traffic Advisory"
B. Identification
C. Position (as closely as can be defined)
D. Altitude
E. Next prominent position
F. ETA to the next position

LANDING IN CHUGACH STATE PARK

The landing of aircraft in Chugach State Park is prohibited except on Bold Airstrip, located at the inlet of Eklutna Lake, and on Eklutna Lake. Practice landings and the dropping or pick up of objects or persons using aircraft are prohibited everywhere in the park without written permission of the Director, Alaska State Parks.
See Alaska Supplement for additional details.

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Navigation Services
REDIS / Distribution Team
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Online at http://aeronav.faa.gov
Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Navigation Services, SSMC- 4, Sta. #3424, 1305 East West Highway, Silver Spring, MD 20910-3281.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

ANCHORAGE